Mercedes-Benz SLR McLaren

THE SILVER ARROW OF THE 21ST CENTURY

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Mobil 1
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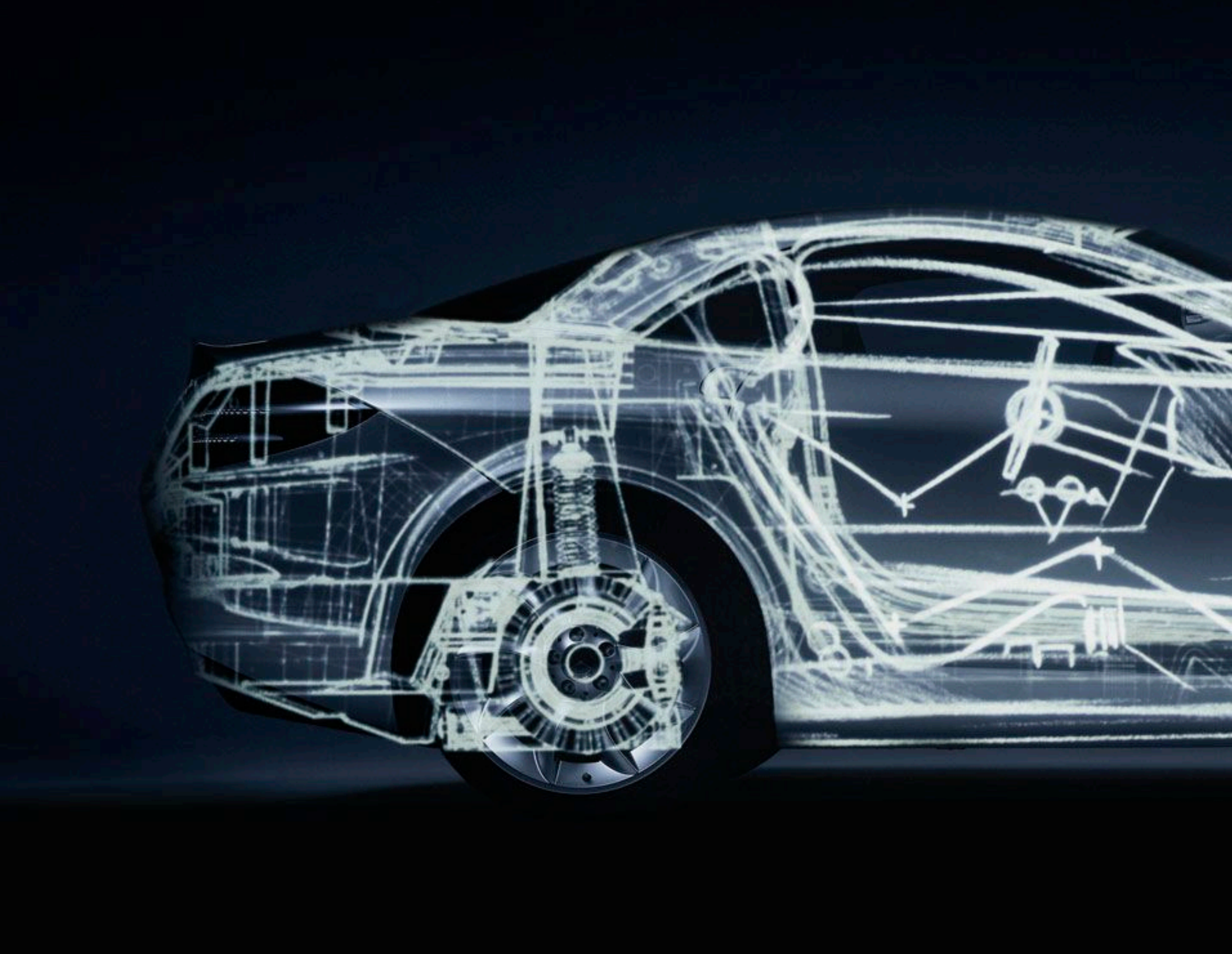
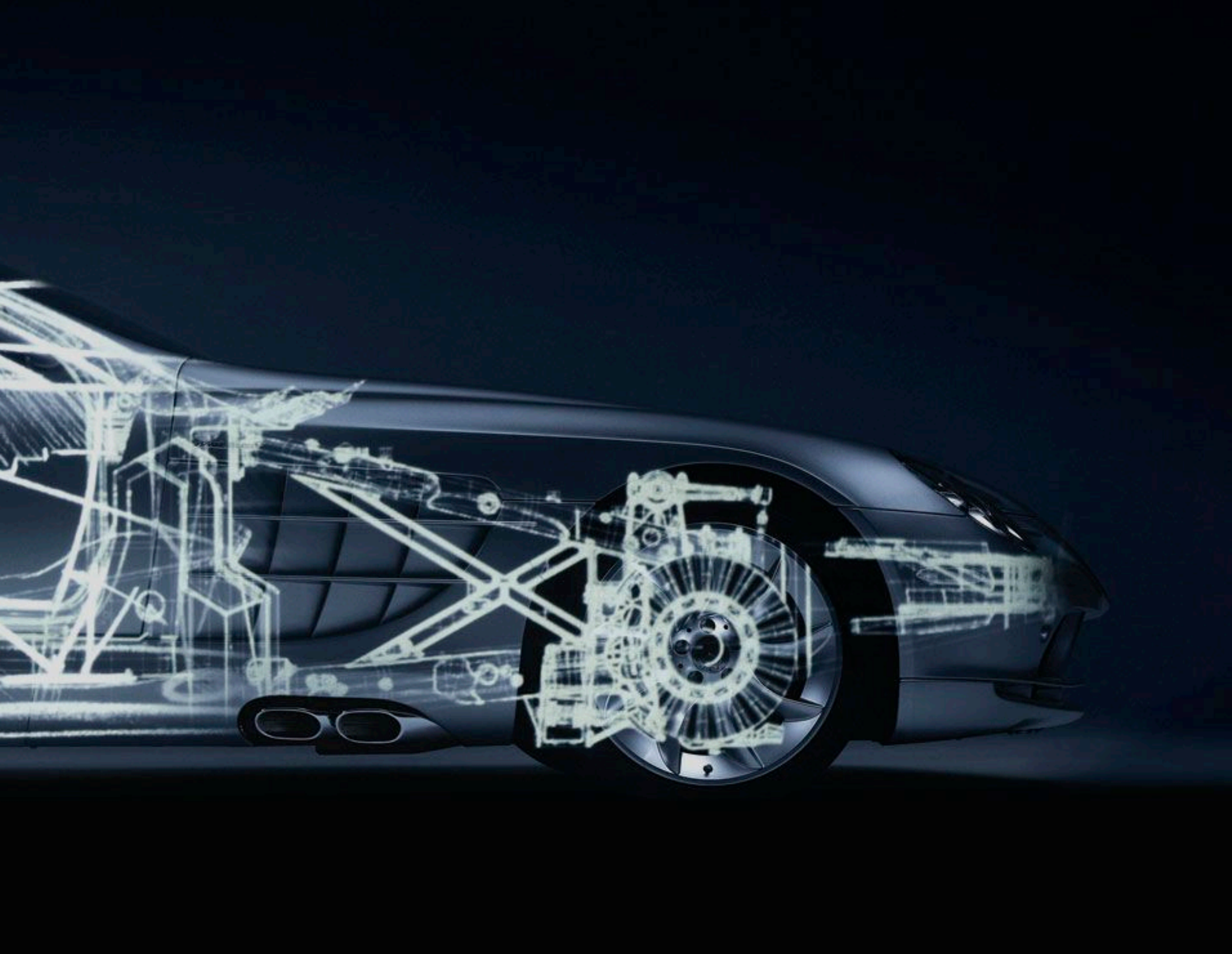
# Revival of a legend

## Mercedes-Benz SLR McLaren

The Silver Arrows epitomise the thrill of speed. Back in 1955 Mercedes-Benz
set to work converting the 300 SLR racing car into a road vehicle, producing two prototypes
of the 300 SLR “Uhlenhaut Coupé”, a model named after its designer. Now the legend is being revived in the form
of the Mercedes-Benz SLR McLaren, the new Silver Arrow of the 21st century, bringing motor racing technology to the road.
This is a super sports car with real bite, an expressive character and phenomenal handling. Series-production
experience and motorsport expertise are combined here to stunning effect. Extraordinary all-round
performance makes the SLR a unique car, one born out of technological passion,
developed by Mercedes-Benz and McLaren Cars. Make your own rules.
Follow inspiration. SLR. UNLIMITED.





# Technology at its finest

## The design philosophy

Its charisma is evident at first glance. The SLR combines tradition and innovation,
echoing both the unambiguous design of the classic Mercedes-Benz Coupés and the progressive
forms found today in Formula 1. Its expressive interpretation of these elements makes this a vehicle of the future –
a new dimension in high-performance sports cars. Form and function go hand in hand here. The central design elements have
a functional purpose, accommodating groundbreaking technology. Nothing in this design is superfluous.
Every detail is there to help achieve maximum performance. This is a car which is radical
and unique, simultaneously uncompromising yet sensuous.

## Forceful.
## The front end

Its distinctive character is written on its face: the SLR is dominant, uncompromising, with finely chiselled features. Its forward-thrusting, arrow-shaped nose is continued back to the windscreen in the form of an air-deflecting bulge, reflecting the streamlined body of a motor racing car. Behind the twin front aerofoil struts, inspired by Formula 1, is a networked system of air intakes which cools the engine and brakes. Where aerodynamics are concerned, the front aerofoil beneath them helps create negative lift. All in all, a smooth interplay of form and function.

# Inspiring.
# The doors

In the 50s the trademark of the Mercedes-Benz 300 SL Coupé was its spectacular gullwing doors. Back then they were an ingenious solution to the problem of providing a way in and out of the spaceframe construction. Today the wide door sill design of the SLR cockpit demands a contemporary version of the gullwing mechanism: swing-wing doors. Thanks to innovative positioning of the hinges, these not only open upwards, but also swing forwards, gliding effortlessly into position and requiring very little space (less than 50 cm). All of which ensures maximum comfort when you take your place on board.

## Progressive thrust.
## Proportionality

The form of the SLR echoes the aesthetics of a classic racing car. It alludes to the characteristic extended bonnet of the historic Mercedes-Benz Coupé and the way that the passenger compartment was located so far towards the rear. But it also echoes the narrow wedge shape and the distinctive, compact lines of today's racing cars. The combination of the two lends it its distinctively dynamic look. The extraordinarily detailed silhouette, with its moulded curves, naturally reflects the two directions in which the SLR aspires, forwards and downwards. The most striking feature is the raised central section, which echoes the streamlined body of the Formula 1 cars, extending from the front aerofoil struts to the windscreen. From there the look is continued across the centre console to the rear. Even when standing still, the SLR exudes dynamism.

# A clear signal. The flank

To improve cooling, the Mercedes-Benz racing cars of the 50s had gills on each side and an exhaust gas system which was integrated into the chassis, protruding out of the gills. This combination has since epitomised classic motorsport aesthetics. In a clear tribute to its heritage, today's SLR has two air outlets on the sides, each divided into four segments. The positioning of the exhaust gas system at the side makes possible the smooth underbody which is so crucial to the aerodynamics. The dynamic design of the gills and exhaust gas apertures flows towards the rear, underlining the temperament of this car. Even from a distance, the SLR signals its intensively sporty nature in an unmistakable manner.

# Downforce.
# The rear

The rounded rear of the classic Mercedes-Benz Coupé is also characteristic of the SLR, but in a totally new way. The upper waistline kicks up at the rear and, as in motorsport, takes on central aerodynamic functions. The teamwork between the airbrake – an adjustable rear aerofoil which adapts as required to the situation in hand – and the diffusor with its aqueduct-style air ducts rising up from the underbody, results in the kind of traction comparable with a racing car. At the rear the SLR has a wide, muscular character, a visual effect reinforced by the expressive brake and tail lights. At the same time the striking curves conceal a boot which is uniquely spacious for a high-performance sports car.

SLR
D
S LR 722

# Honest.
# The interior

The SLR combines two character traits: the driving sensation of a high-performance sports car and the comfort of a Gran Turismo. There are no fussy details here – every feature is uncompromising and highly functional. The onboard atmosphere is characterised by a contrast between hard and soft materials – cool aluminium and luxurious leather – and the flair of Formula 1 is clearly discernible in the interior design. The instruments, the centre console, the seats and the parcel shelf at the rear stand out from the remainder of the cockpit, their colour contrasting with their surroundings. This striking look reflects the typical design of a Formula 1 vehicle with its broad front aerofoil, narrow, streamlined body and powerful rear aerofoil. The good looks are echoed by the atmosphere on board: the SLR has a clear layout, an ergonomically proportioned design and a made-to-measure feel.

SLR

## Setting the pace.
## The sports equipment

The SLR offers the ultimate driving experience, and you'll notice it right from the start: open the flap on the selector lever and all you have to do is push the start button to activate the engine.

The automatic transmission and the AMG SPEEDSHIFT R transmission management system offer three different shift programs: C for "Comfort", MAN for "Manual" and S for "Sport". When Manual is selected, the shift speed can be varied in three stages for even more sportiness. Stage I is "Sport", stage II "SuperSport" and stage III "Race". In manual mode the ergonomically positioned shift buttons on the back of the steering wheel are activated. These can be used to shift up (right) and down (left) at lightning speed without your hands ever leaving the steering wheel. The "optimal gear" function allows you to switch from automatic to manual mode and back again using the steering-wheel shift buttons or the centre-console-mounted selector lever.

Where road conditions are poor, the airbrake can also be activated, rising into a 30-degree position to boost traction.

Selector lever with start button

Shift programs with automatic transmission

Airbrake mode selectors

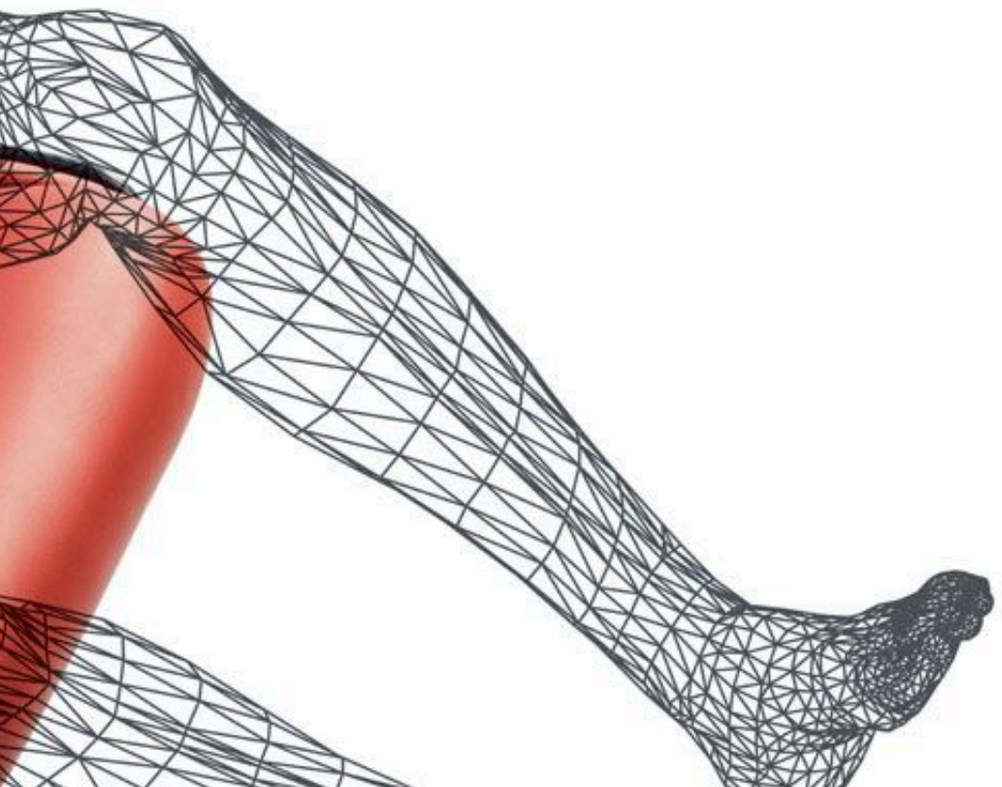
Shift speeds in manual mode

Shift buttons on steering wheel

# Second skin.
# The seats

Mercedes-Benz leads the field when it comes to occupant protection, and a carbon-fibre bucket seat, which forms an integral part of the vehicle's crash concept, was specially developed for the SLR. With its raised side sections and its ergonomic proportions, the seat hugs the occupant, providing the best possible support, even on tight bends.

The form of the seat alone makes it exceptionally comfortable, which is why the new-design padding is relatively thin. The driver's and front passenger's seats can be adapted at the sides to an individual's anatomy using interchangeable upholstery modules in five or four different sizes respectively. To ensure a pleasant seat climate, the seats are ventilated from the rear via the automatic climate control according to the settings selected.



SLR

## Enjoy sportiness.
## In full comfort

Experience in the field of motor racing shows that in a high-performance vehicle all control elements need to have as simple a design as possible – which is why all of the controls on board the SLR are concise, sporty and self-evident. Easy-to-read dials and displays correspond to the buttons found on the multifunction steering wheel. They allow you to operate all telematic and communication systems quickly and with very little effort. To produce a calm overall effect, the navigation system, radio and CD player are concealed behind the sporty faceplate in the centre console. Specially tuned to the unique spatial acoustics of the SLR, a top-class Bose sound system ensures extraordinary sound quality. Any road roar is automatically compensated for. The loudspeakers have an unusual design, those in the doors echoing the form of the gills, while those in the parcel shelf reflect the curves of the exterior. Automatic climate control in the SLR produces ideal conditions on board. The temperature and airflow can be regulated separately for the driver and front passenger. Draught-free, low-noise ventilation, an air quality sensor and additional dust, pollen and activated charcoal filters ensure that the climate on board is always as you wish.

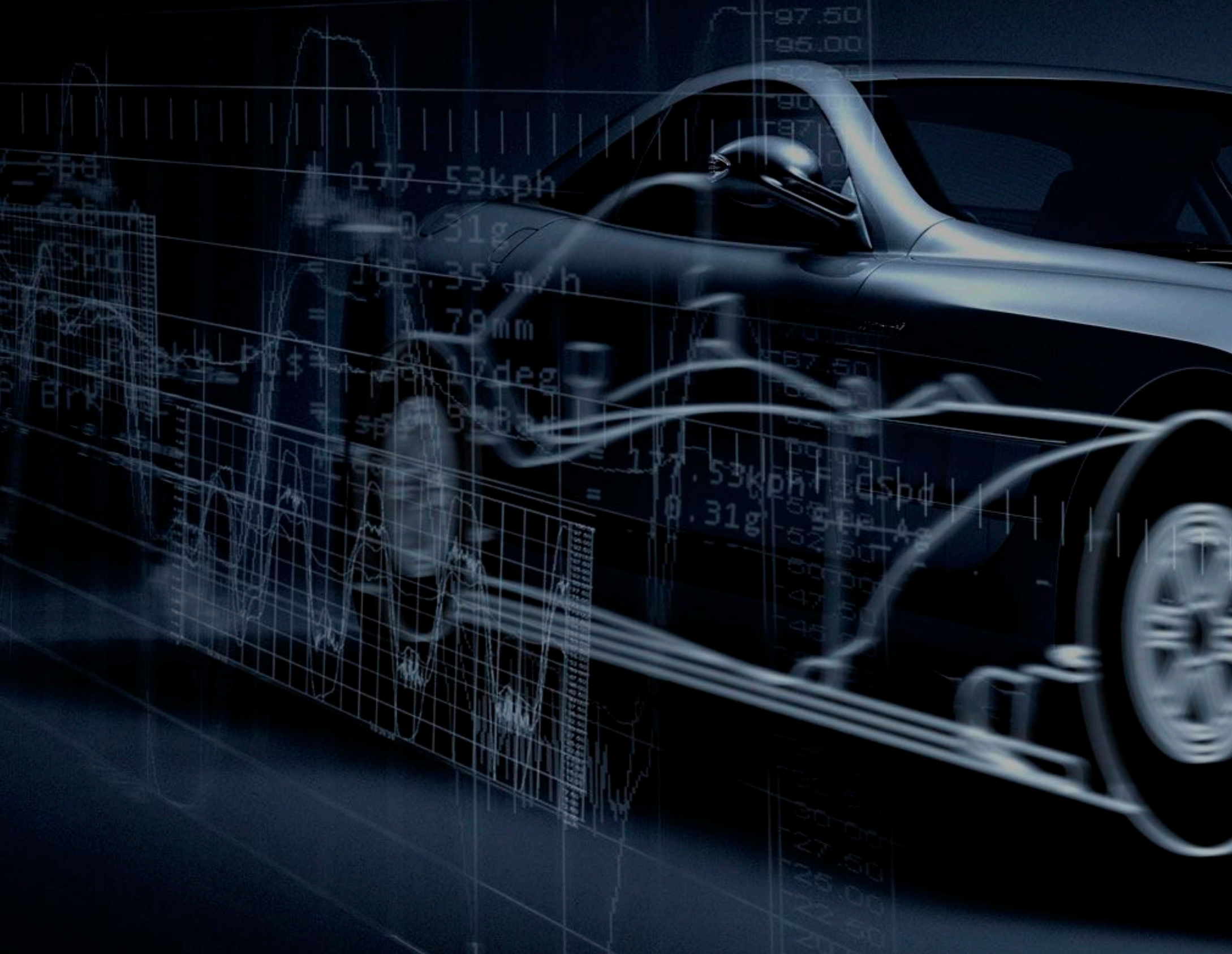
## Space and spaciousness. Luggage capacity

It's all about making intelligent use of space. The SLR manages to combine form and function, sportiness and comfort even in its innovative stowage concept. The result: a high-performance sports car which has considerably more than just a glove compartment to offer when it comes to onboard space. In terms of both technology and comfort, every centimetre of the interior is designed for multiple use.

In the centre console there are two stowage compartments. The front one is designed to accommodate smaller items and the ashtray. The rear one is designed for larger objects and houses the standard Mercedes-Benz telephone, which boasts excellent voice quality. Alternatively, if other frequencies are to be used, the mobile phone pre-installation with universal interface can be specified. The appropriate phone cradle is available as part of the Mercedes-Benz Accessories range.

In the rear you will find over 40 litres of further stowage space beneath the parcel shelf. And the boot offers a capacity of 272 litres, an astonishing figure for a high-performance sports car.

SLR


177.53kph
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79mm
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95.00

Brake Pos
Brk

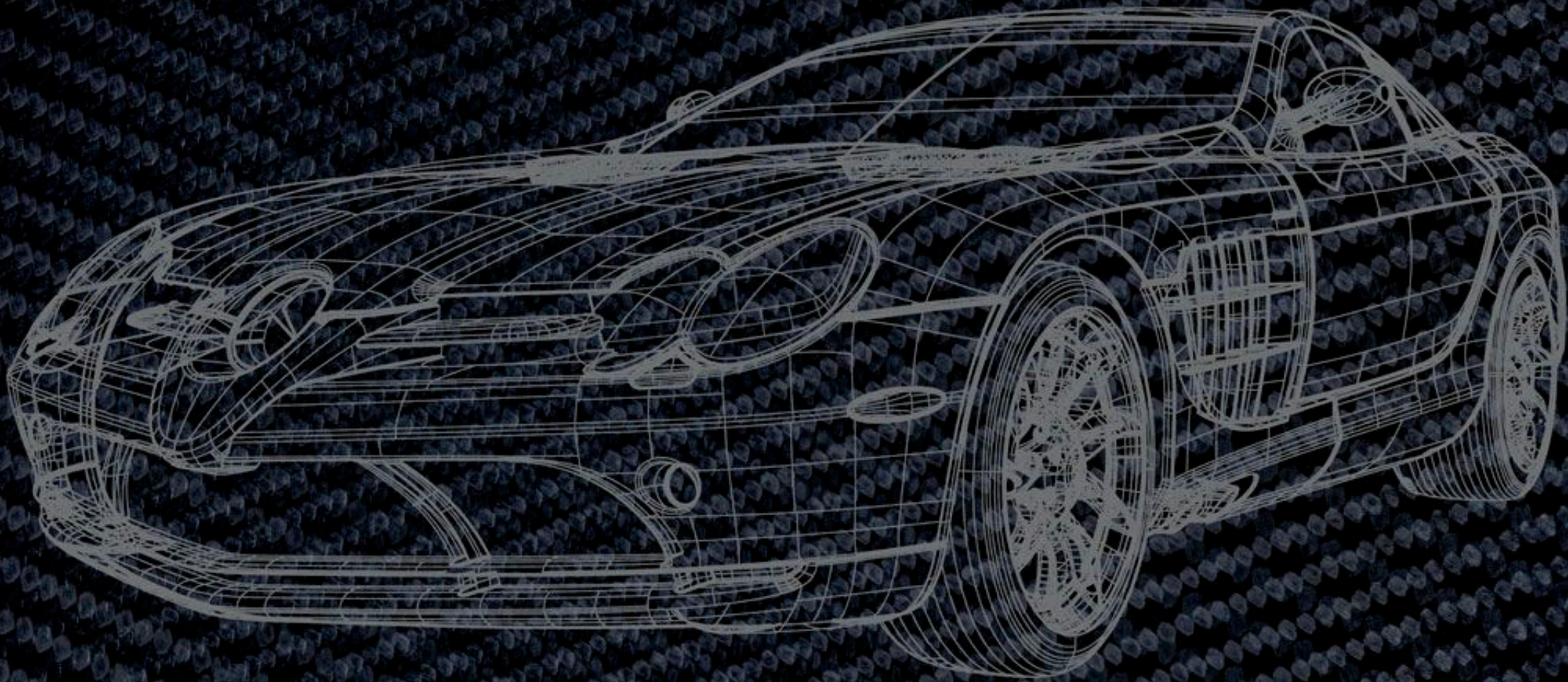
# From the race track to the road

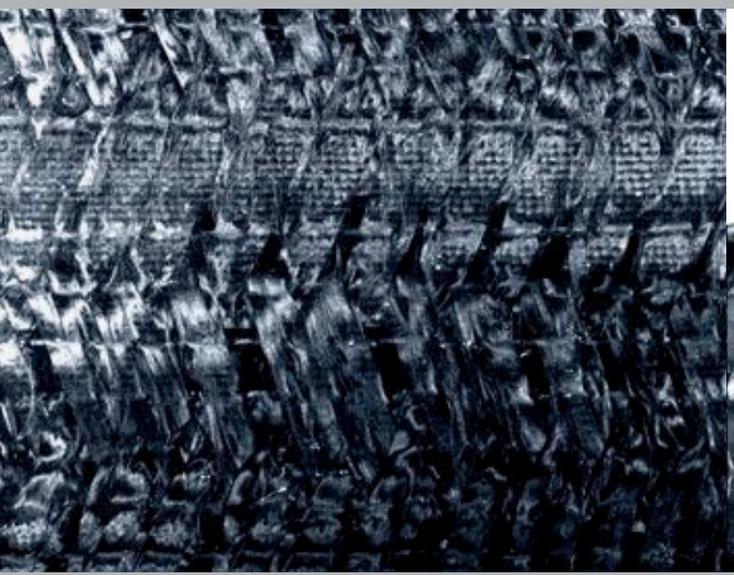
## McLaren: our partner

The Mercedes-Benz SLR McLaren: an extraordinary vision, born out of the idea of bringing a touch of Formula 1 to the road. This is an aspiration we share with our partner McLaren, one of the most successful constructors in Formula 1, with well over 100 grand prix victories since 1966. Together we form Team McLaren Mercedes. Our joint expertise is obvious in the SLR, a vehicle which is technologically unparalleled in every respect. Both on the race track and on the road.

# Carbon.
# The material

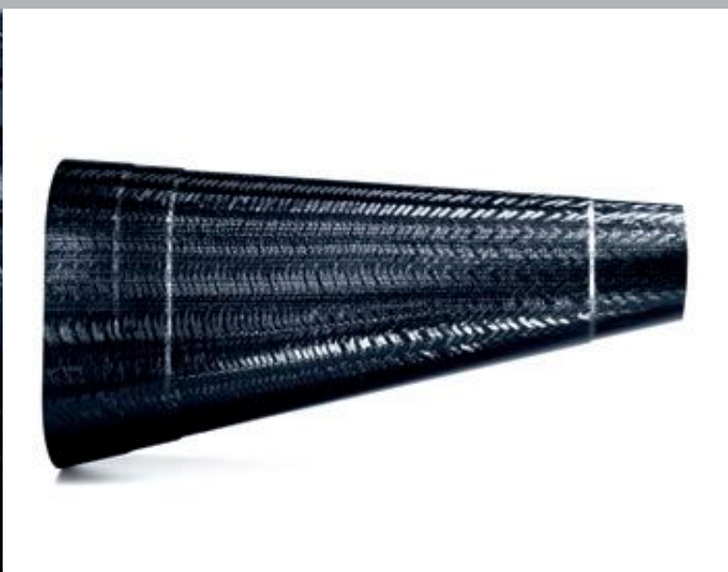
Lightness has always been the trump card in motorsport: the lighter the mass to be accelerated and braked, the greater the agility. At the same time, however, tremendous robustness is also crucial. The groundbreaking material structure of the SLR admirably displays both qualities. The entire body is composed primarily of carbon-fibre composites, only the engine frame and the chassis with its suspension components being made from aluminium, and a few engine and transmission components forming the last remaining steel parts. Carbon-fibre composite is not only light but also outstandingly robust and absorbs a tremendous amount of energy. In technological terms, its use puts the SLR way ahead of its time and certainly helps it to live up to its name: SLR – sporty, light, race-proficient.





Detail of carbon-fibre composite structure

Detail of the crash structure



Crash tube

# Light as a feather. Hard as stone. The material properties

Carbon-fibre composite has certainly demonstrated its potential in motorsport. It is characterised by its outstanding strength, its rigidity, its ability to absorb energy and by its low specific weight, which allows a weight reduction of 50–65 % over steel and 20–30 % over aluminium. In the event of an impact, carbon-fibre composite also absorbs around four times as much energy per kilogram as steel. The result is an impressive level of passive safety.

Woven carbon-fibre layers, impregnated with resin, are used by the aeronautical and space industries and of course in motorsport. Usually, they are painstakingly processed by hand, but for the SLR computer-aided production technologies have been employed for the first time. These are based on industrial textile processes such as braiding, knitting and sewing and allow the series-production of complex carbon forms. The floor unit of the SLR, for example, is a single unit, although it contains complicated surfaces, edges and curves. This integral construction method reduces the number of components which go to form the vehicle by around 80 %. These components are bonded together to form an extremely robust whole – a technique which also benefits occupant protection.

The SLR in the wind tunnel:
aerodynamics reminiscent of motorsport

## Impressive roadholding. The aerodynamics

Whether it is moving at high or low speed, whatever the weather, the SLR demonstrates outstanding roadholding. Its intelligent aerodynamics produce negative lift in the same way as it is achieved in motorsport: air is sucked in beneath the wide front aerofoil and is channelled along the smooth underbody. From there it flows upwards along the six air ducts of the angled diffusor. This creates a partial vacuum – and therefore negative lift – under the whole car. The pressure is directly converted into traction, ensuring impressive ride stability.

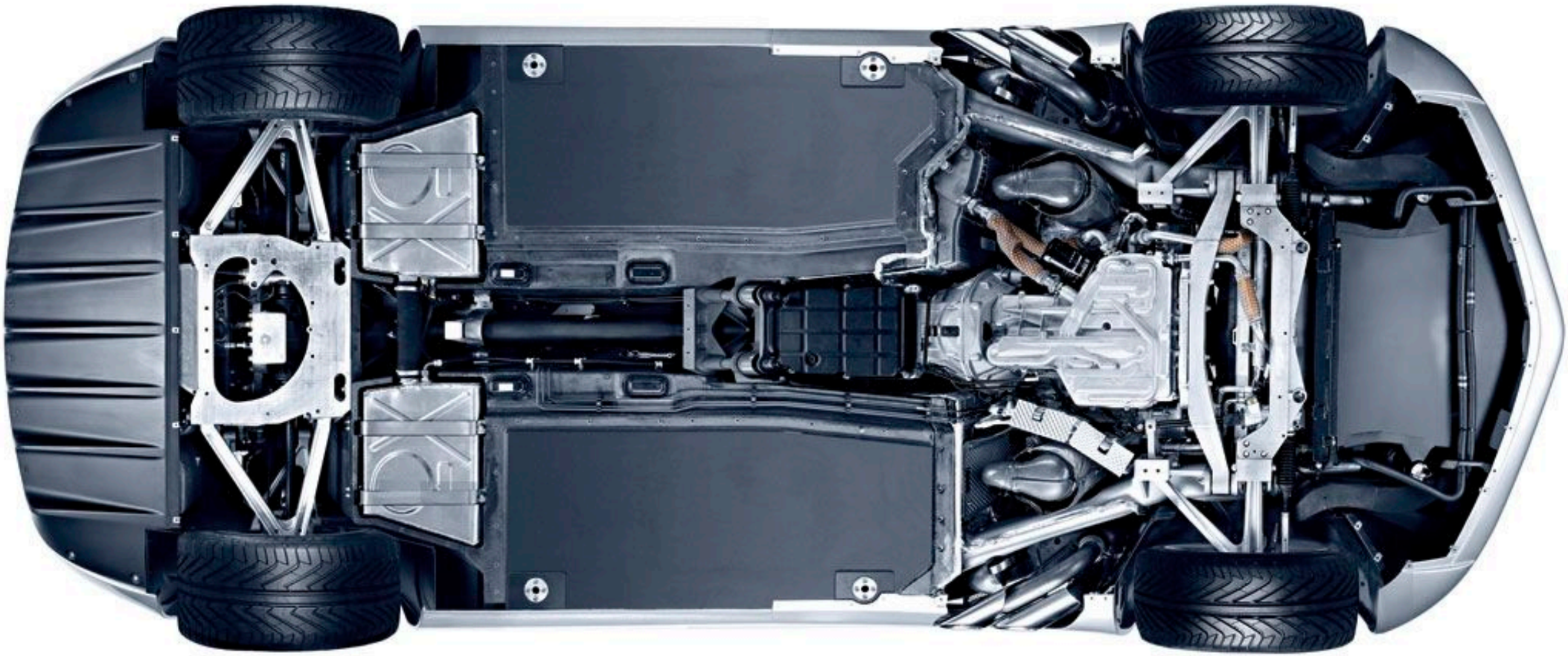
The principle is backed up by the airbrake. When travelling at over 95 km/h, it is automatically raised by 10 degrees. To boost traction at the rear axle, the airbrake can be manually positioned at a 30-degree angle. For maximum negative lift during emergency braking, it automatically rises into a 65-degree position. This efficient use of pressure results in outstanding handling, even at high speeds.

Automatic position at 10°

Manually set to 30° position

Automatic 65° position on emergency braking

The diffusor: indispensable for negative lift,
unmistakable in design



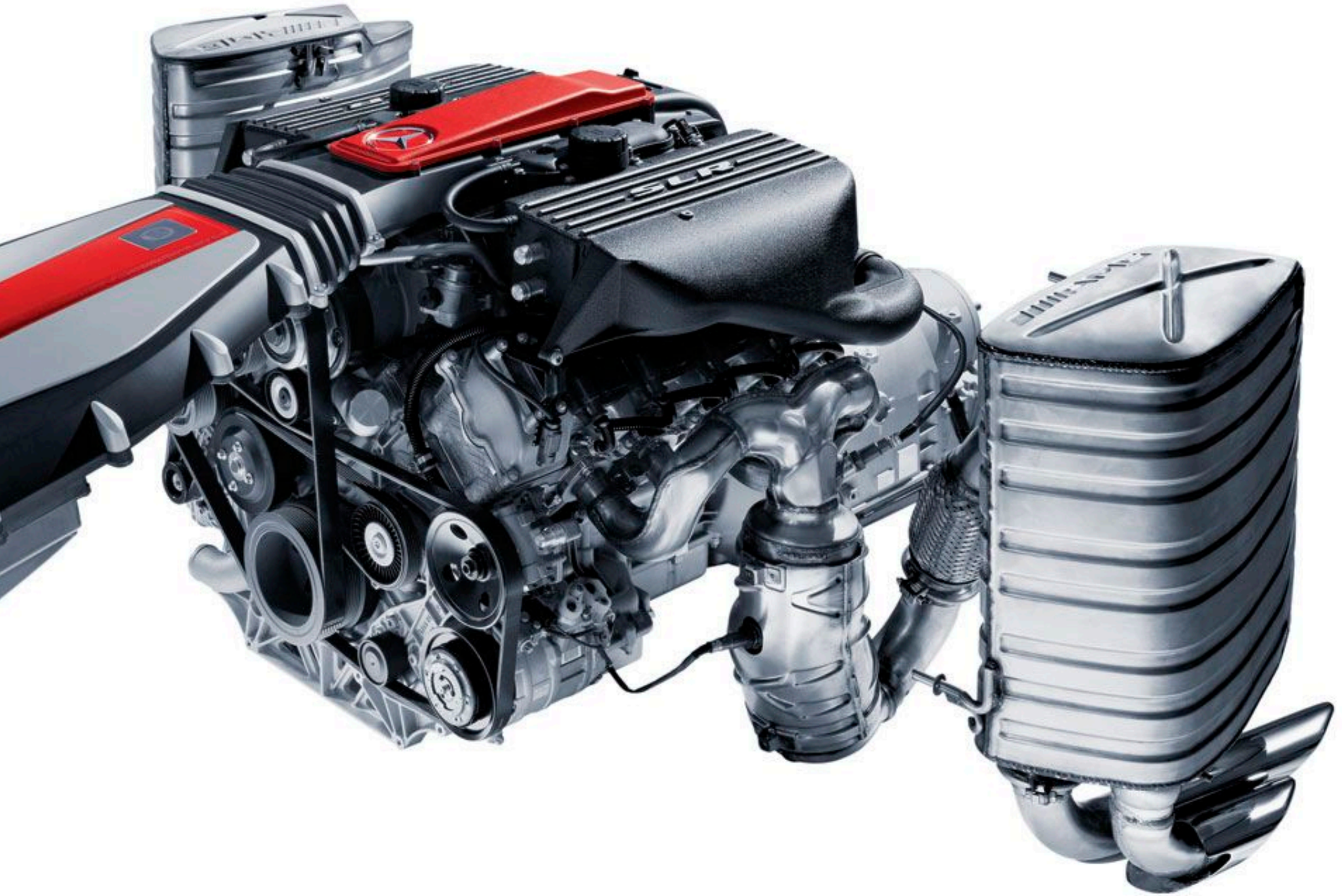
The engine position: the front mid-engine concept (view without underfloor)

## Perfect balance.
## Weight distribution

The position of the compact engine block has a significant effect on the agility of a vehicle. As a result of expertise garnered in the world of motor racing, the SLR powerplant has been positioned further towards the rear than would normally be the case on a sports car with a front-mounted engine, for optimum weight distribution. As a consequence, more weight than usual is supported by the rear axle, increasing the acceleration capacity. This also reduces the mass moment of inertia, allowing the SLR to react far more directly to steering movements and ensuring that desired sports car feel. The positioning of the engine closer to the vehicle's centre of gravity ensures outstanding handling.

## At the heart.
## The engine

Listen to the sound of the AMG 5.5-litre V8 supercharged engine and it tells you everything you really need to know. It delivers the same impulsive power as its predecessor back in the 50s. With 780 Nm of torque at a mere 3250 rpm and an output of 460 kW (626 hp), it produces a staggering top speed of 334 km/h.


SLR

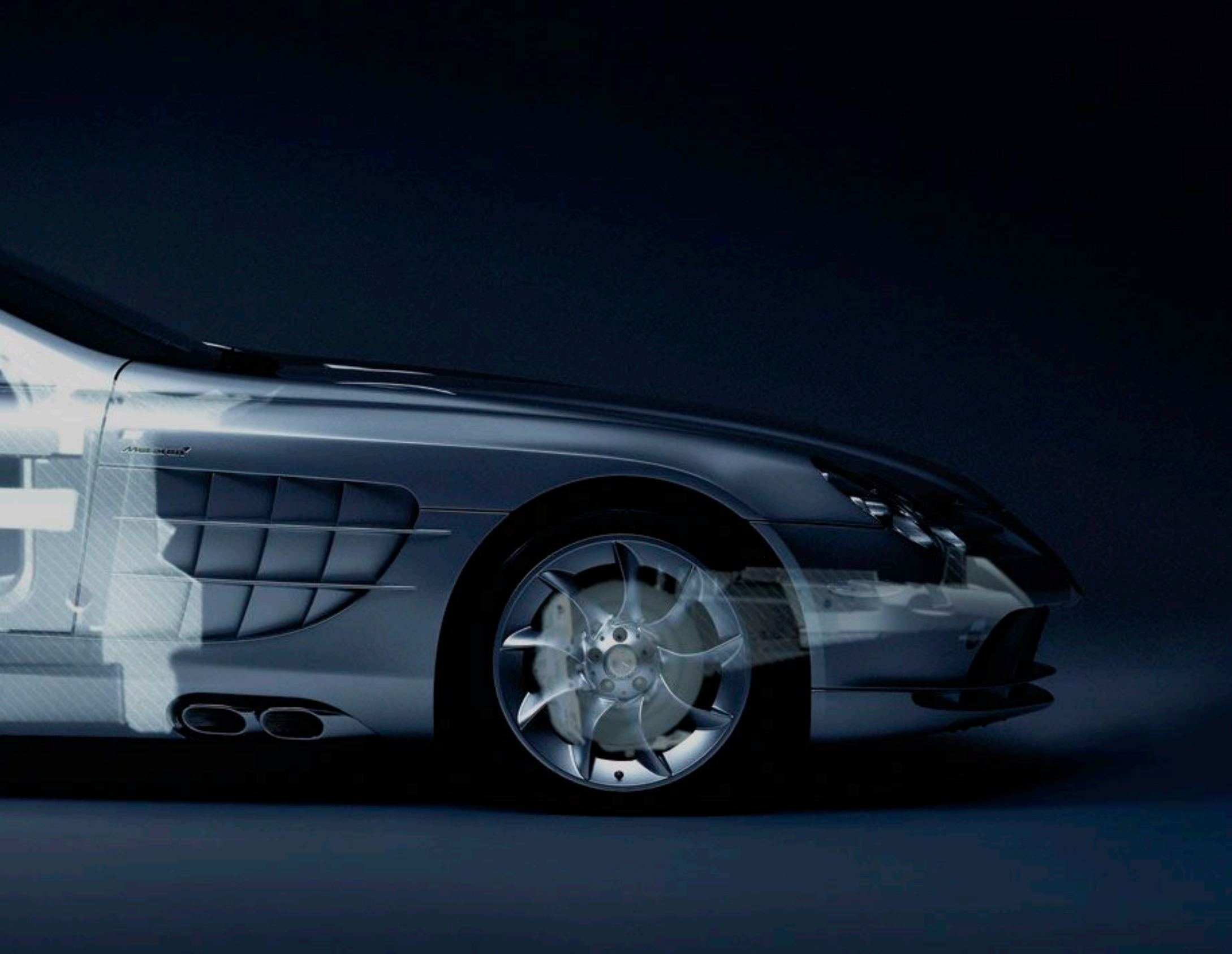
SLR

This is where dormant forces spring into action – as you'll notice when you put your foot down. With unbridled energy, one of the most powerful powerplants ever designed for a series-produced Mercedes-Benz vehicle unleashes concentrated power.

The supercharged engine, newly developed by Mercedes-AMG, meets the expectations Mercedes-Benz places on both a racing car and a Gran Turismo. Even at decidedly low engine speeds, the engine tuning allows unrivalled output potential.

The SLR sprints from 0 to 100 km/h in 3.8 seconds and from 0 to 200 km/h in 10.6 seconds. Given performance figures like these, it's good to know that, behind the car's characteristic nose, there is a sophisticated engine and charge-air cooling system, ensuring optimum cooling management. At the same time the dry sump lubrication ensures a steady supply of oil to the engine, even under extreme conditions.

## Euphoric. Performance



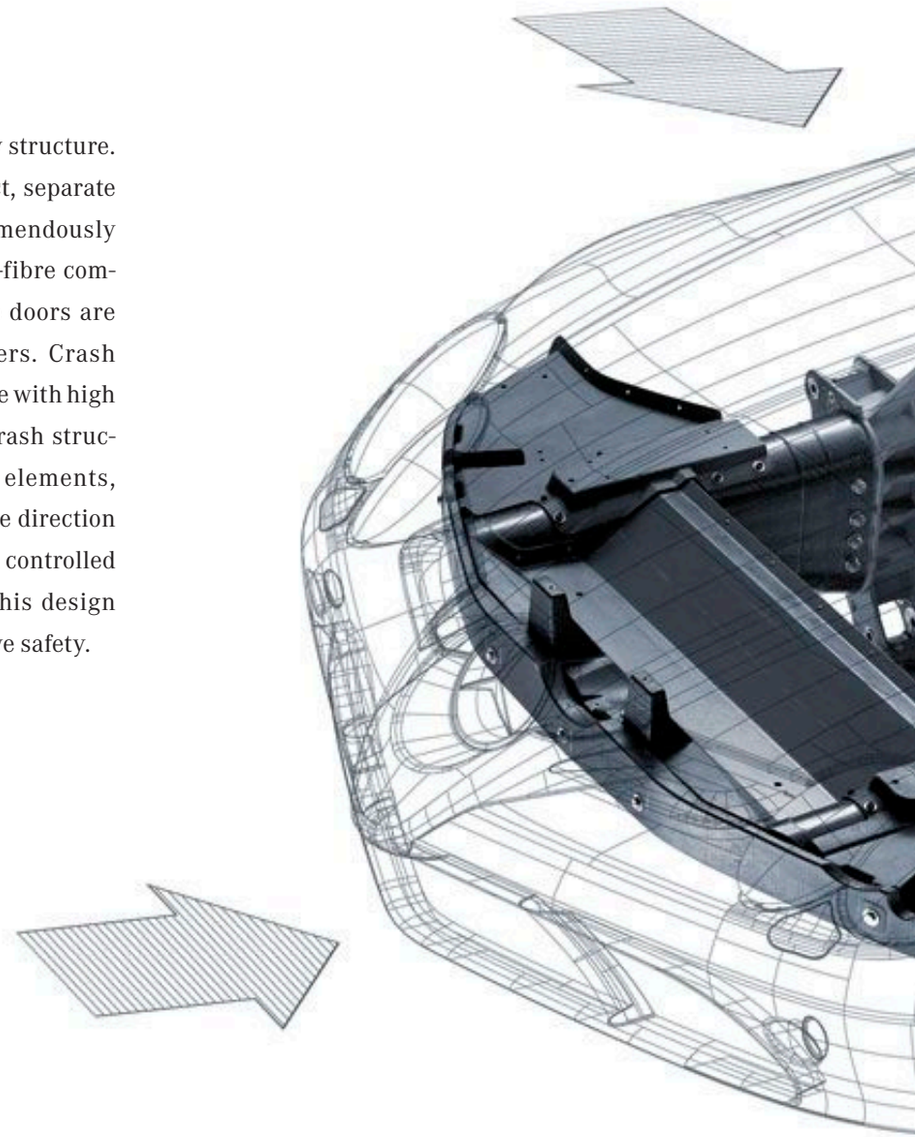
# Embodiment of an attitude

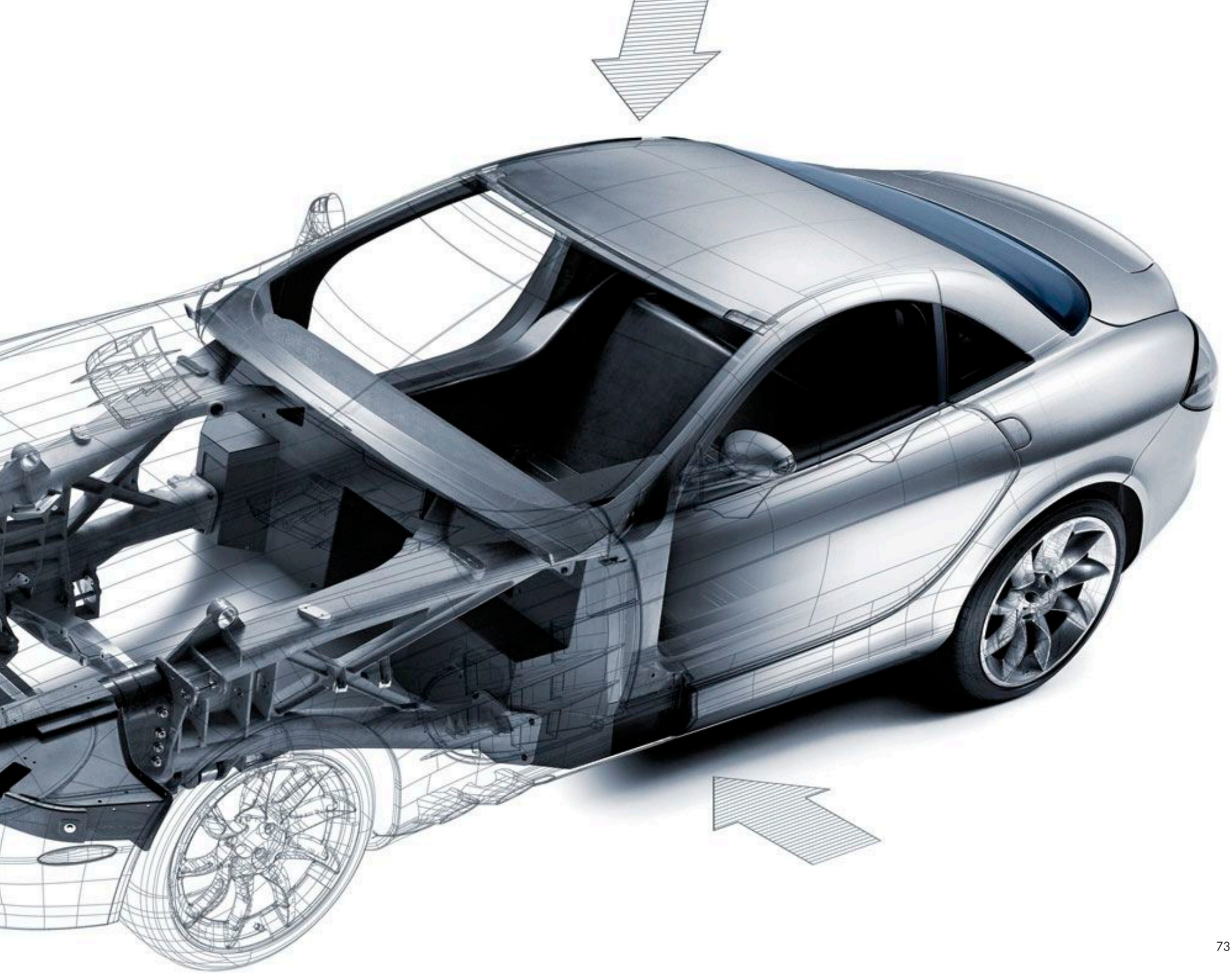
## Safety first

Back in the 50s, the prototype Mercedes-Benz 300 SLR “Uhlenhaut Coupé”,
with its lightweight spaceframe, was way ahead of its time in technological terms.
Then, as now, the engineers involved had a central goal in mind: to produce new, groundbreaking
safety developments. Today’s SLR, with its carbon monocoque and its far-sighted
vehicle structure, again sets new standards in this field.

## Soft curves, hard centre. The carbon monocoque

The entire body of the SLR acts as a passive safety structure. The idea of a monocoque safety cell and a distinct, separate crash structure stems from motorsport. The tremendously strong and highly rigid shell, made from carbon-fibre composite, protects the occupants on all sides. The doors are reinforced with high-strength support members. Crash structures at the front and rear are designed to cope with high impact forces. In a head-on collision, the front crash structure, a carbon construction with two conical elements, absorbs the brunt of the energy. Depending on the direction of the impact, the conical elements pulverise in a controlled manner up to their entire length of 620 mm. This design endows the SLR with an impressive level of passive safety.





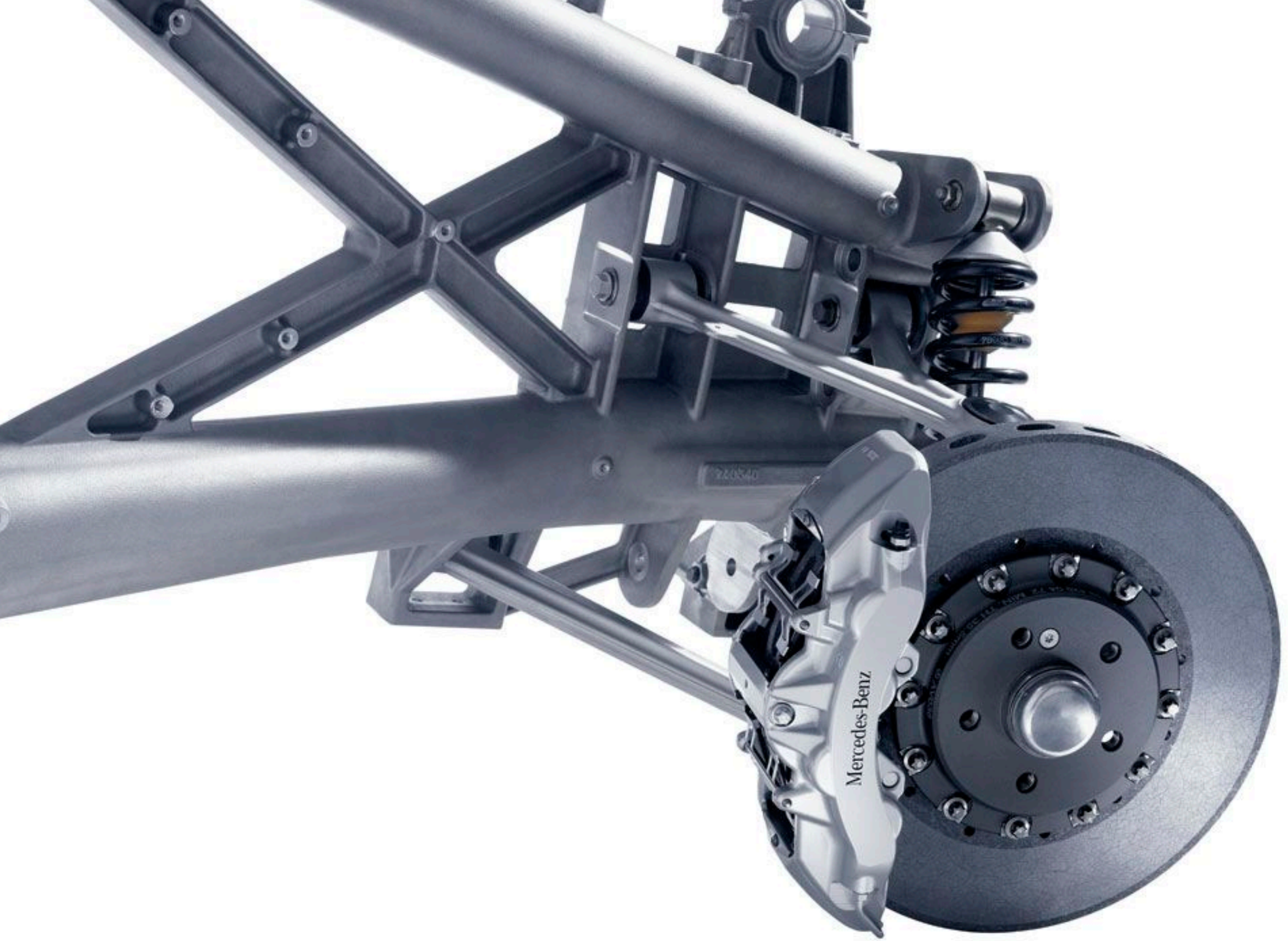
# Intelligent.
# Crash behaviour

Crash testing the SLR: front impact
against a deformable barrier,
with 40 % overlap and an impact
speed of 64 km/h

Safety is all about technology and the controlled coordination of specific protective measures. In a head-on collision, the SLR's first reaction comes from the bumper, which is made from foam plastic and is compressed, absorbing energy. The crash structure is then activated and at the same instant the belt tensioners and front airbags are also triggered – as are the kneebags, the first time these have featured as standard. The crash structure now disintegrates in a controlled manner. While metal absorbs energy by deforming, the carbon-fibre composite used for the front crash structure pulverises. This procedure allows systematically even deceleration of the vehicle. As a rule, the carbon monocoque remains structurally unaffected. The retention systems, in the meantime, are precisely coordinated with one another, reducing stress to the entire body, and the bucket-type carbon-fibre sports seats also absorb impact energy.

## Safety can be designed-in. Roadholding

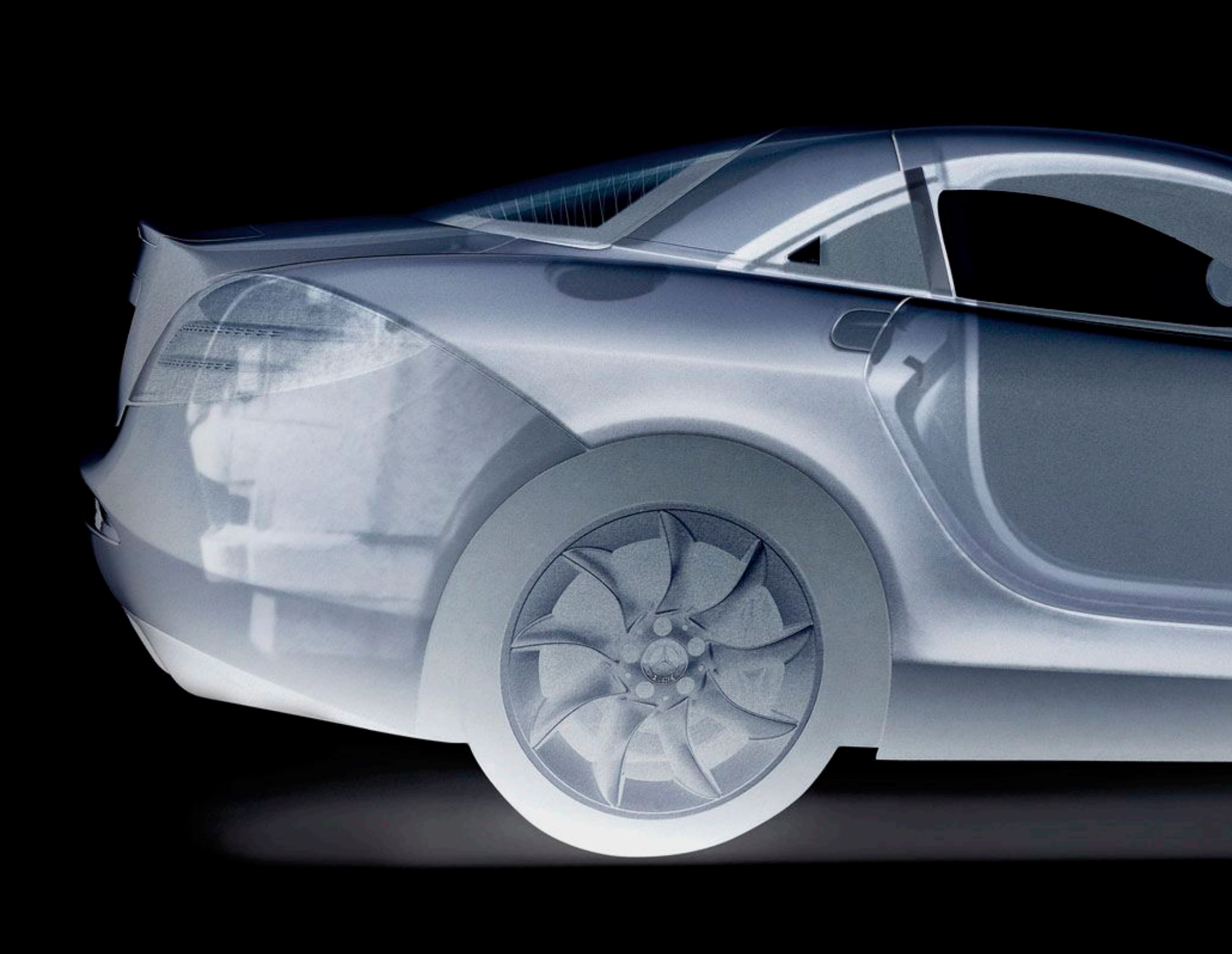
It’s not just on the straight that the strengths of the SLR are evident. They really come into their own on winding stretches of road. The decisive factor: the SLR’s extremely high torsion resistance. On bends and at high speeds there is a danger that the chassis will distort under the dynamic forces produced, having a negative effect on the geometry of the suspension. But thanks to its extremely rigid body made from carbon-fibre composite, the SLR is admirably immune to any such torsion forces.

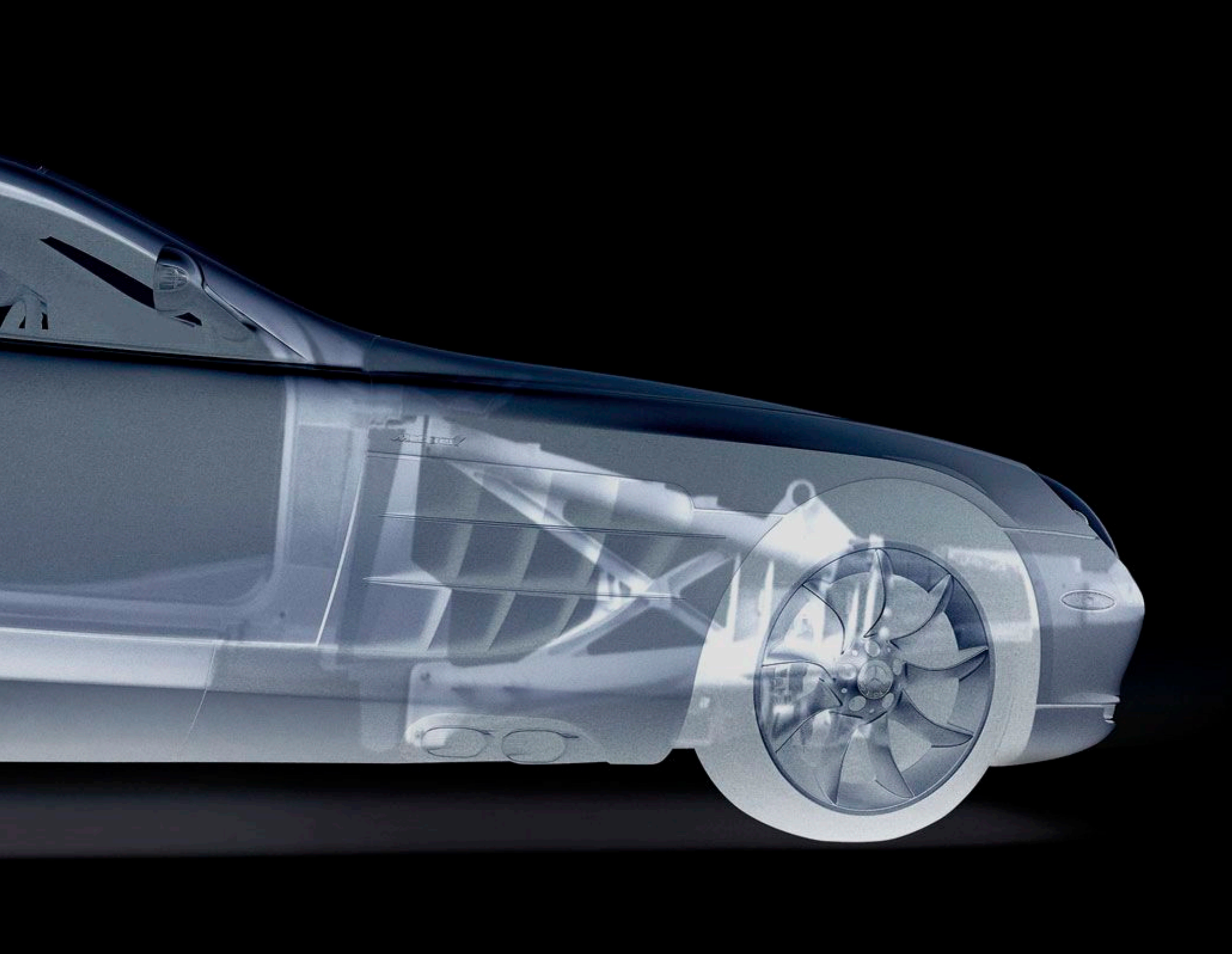

Mercedes-Benz

# An all-round system. Active safety

Races aren't won on the straights – it's the bends that are crucial. Which is why the SLR offers a unique combination of different high-performance braking systems. Its tremendous deceleration results from the interaction of the C-BRAKE™, SBC™ and the aerodynamic concept. At the front axle, 8-piston aluminium fixed-calliper brakes act on a 370 mm, extremely lightweight, internally ventilated ceramic brake disc. This design offers an enormous weight advantage over conventional brakes and can cope with a friction temperature of up to 1200° Celsius. This is also an intelligent brake system: controlled via a microcomputer, SBC™ ensures more stable braking behaviour, for example on bends or in an emergency. It regulates the allocation of the brake forces to the individual wheels according to the situation, complementing the effect of Brake Assist (BAS) and the Electronic Stability Program (ESP®).

The aerodynamic pressure allows extraordinarily stable braking behaviour. On emergency braking, the airbrake rises into its 65-degree position and the centre of tractive effort, which is normally around the centre of the vehicle, is shifted towards the front axle to a lesser degree than usual. Braking performance at the rear axle therefore remains almost fully retained. Depending on the weather and road surface conditions, the result is deceleration of up to 12 $m/s^2$. A special tyre was developed specifically for the SLR to ensure better transfer of the braking force to the road – another innovation which underlines the fact that this is a public-road vehicle with motorsport in its genes.





# Follow your inspiration

## The SLR is unique

Its design, too, can reflect your own distinctive style.

With SLR. UNLIMITED, there are many different ways of adding your own personal

signature to your car. The standard equipment alone offers a choice of designs that stress the sporty, clear-cut and luxurious

character of the SLR. Or check out the SLR. UNLIMITED. Dimensions range,

for further exclusive customisation possibilities.

# Standard equipment

Crystal galaxite black (158)

Crystal laurite silver (977)

18-inch, 10-spoke light-alloy wheels

# Elegant and distinctive. Standard exterior equipment

The colours of the classic Mercedes-Benz Coupé are reflected in the standard equipment. The two specially developed paint finishes, crystal galaxite black and crystal laurite silver, add a refined touch, their deep structure lending the surface of the vehicle a three-dimensional effect.[1] To complement this there are 18-inch, 10-spoke light-alloy wheels, specially developed for the SLR, with their characteristic wheel hub and Mercedes-Benz star.

**Selection**

| |
|---|
| Airbrake (rear aerofoil, adjustable) integrated in boot lid |
| AMG SPEEDSHIFT R 5-speed automatic transmission incl. 3 manual modes |
| AMG sports exhaust gas system with 2 sidepipes on each side |
| Anti-theft alarm system (ATA) with tow-away protection and infrared interior monitoring |
| Bi-xenon headlamps with headlamp cleaning system |
| Braking system with Sensotronic Brake Control (SBC™) |
| Car cover |
| C-BRAKE™ with 8-piston calliper on front axle and 4-piston calliper on rear axle |
| Electronic immobiliser including locking system, with infrared remote control and visual lock confirmation (approved by AZT – Allianz Center for Technology – and TÜV – German Technical Inspection Authority) |
| Electronic Stability Program (ESP®) with anti-lock brakes (ABS), acceleration skid control (ASR) and Brake Assist (BAS) |
| Heated exterior mirrors left and right, electrically adjustable from inside, aspherical |
| Indicators (LED) in exterior mirrors |
| Integral diffusor in rear bumper |
| Metallic paintwork (as per sample chart) |
| TIREFIT tyre sealant with electric pump |
| “SLR” lettering on rear, “McLaren” lettering on wings |
| 10-spoke light-alloy wheels<br>Front: 9.0 J x 18 with wide-base tyres, size 245/40 ZR 18<br>Rear: 11.5 J x 18 with wide-base tyres, size 295/35 ZR 18 |

[1] Depending on the vehicle colour, the carbon-fibre weave may show through, particularly in high temperatures or humidity. This effect is inherent to the material and technology.

# Harmonious coordination. Standard interior equipment

The sumptuous semi-aniline[1] leather appointments coordinate with your chosen exterior colour and are available in black, orion grey or berry red. All other trim parts, including the centre console and door trim strips, are made from high-quality aluminium.

**Selection**

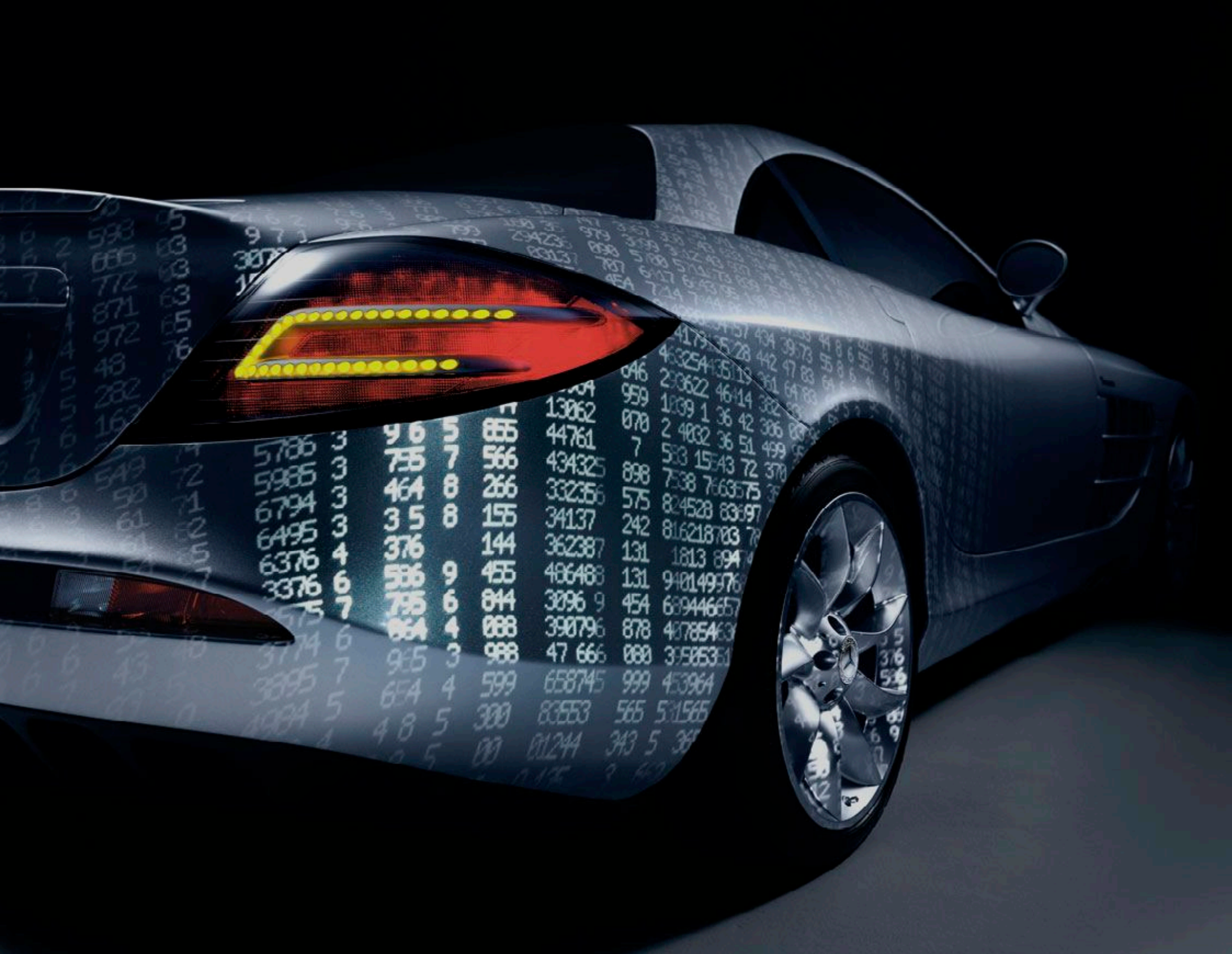
- 2 power windows with one-touch control and obstruction sensor
- 2 stowage compartments in centre console
- 2-zone automatic climate control with dust filter, activated charcoal filter and residual engine heat utilisation
- Adaptive front airbags for driver and front passenger (each with two-stage deployment), head/thorax bags (enlarged sidebags offering additional head protection), plus kneebags
- Airbrake mode selector switches in the centre console
- Audio 30 APS (navigation system with integral radio and CD player)
- Automatic child seat recognition in front passenger seat, for Mercedes-Benz-approved child seat with transponder
- Battery charger
- Belt tensioners with belt force limiters for driver and front passenger
- Bucket-type carbon-fibre sports seats in seat width M (medium) for driver and seat width L (large) for front passenger
- Integral armrest in centre console
- Mercedes-Benz standard telephone (handset in armrest, hands-free facility and aerial
- Multifunction sports steering wheel with gearshift buttons
- Outside temperature display
- Semi-aniline[1] leather upholstery
- Sound system (BOSE)
- Steering column electrically adjustable
- Steering wheel gearshift buttons for manual mode

[1] For seats only, other appointments in nappa leather

Upholstery in semi-aniline leather, black (511)

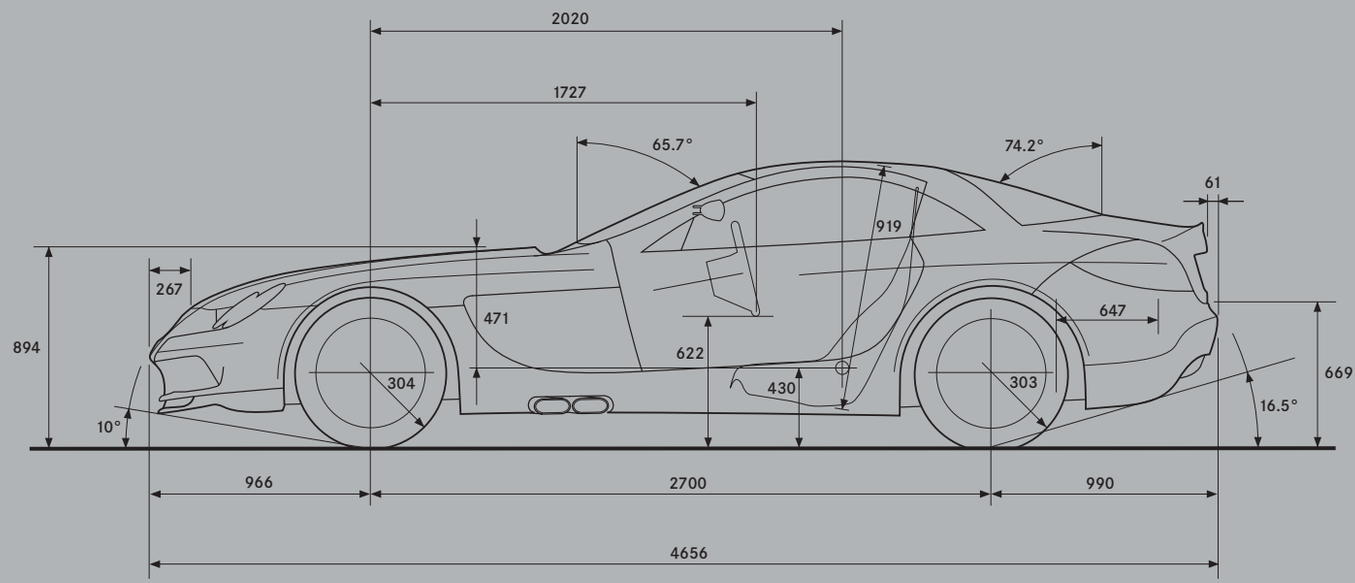
Upholstery in semi-aniline leather, orion grey (518)

Upholstery in semi-aniline leather, berry red (517)



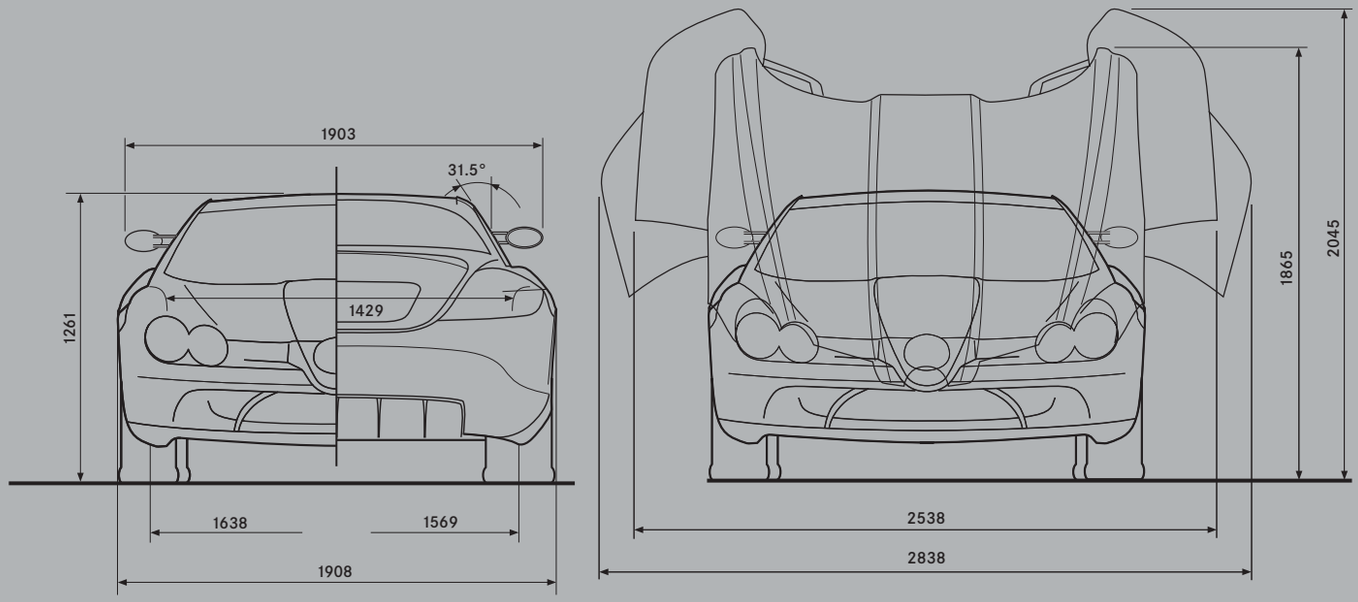
# Technical data

# Dimensions, facts, figures, performance




| | |
|---|---|
| No. of cylinders /arrangement | 8/V |
| Bore/stroke (mm) | 97.0 / 92.0 |
| Total displacement (cc) | 5439 |
| Rated output (kW at rpm)[1] | 460/6500 |
| Rated torque (Nm at rpm)[1] | 780/3250 |
| Compression ratio | 8.8 : 1 |

| | | |
|---|---|---|
| Acceleration from 0 to 100 km/h (s) | | 3.8 |
| Acceleration from 0 to 200 km/h (s) | | 10.6 |
| Acceleration from 0 to 300 km/h (s) | | 28.8 |
| Top speed, approx. (km/h) | | 334 |
| Tyre size | front | 245/40 ZR 18 |
| | rear | 295/35 ZR 18 |




All measurements are in millimetres. The dimensions shown are mean values and apply to standard-specification, unladen vehicles

| Fuel | Superplus (98 RON) unleaded as per DIN EN 228[2] |
|---|---|
| Fuel consumption (l/100 km)[3] | |
| city | 20.9 |
| extra-urban | 10.8 |
| combined | 14.5 |
| $CO_2$ emissions (g/km)[3] | 348 |

| | |
|---|---|
| Tank capacity (l) | 97 |
| incl. reserve (l) | 10 |
| Turning circle diameter (m) | 12.2 |
| Boot capacity (l) | 272 |
| Rear stowage box approx. (l) | 40 |
| Kerb weight (kg)[4] | 1768 |
| Permissible GVW (kg) | 1940 |

[1] Figures according to Directive 80/1269/EEC, version 1999/99/EC
[2] Premium unleaded may be used, but it is not possible to reach maximum output with this
[3] The figures shown were obtained in accordance with the prescribed measuring process (Directive 80/1268/EEC in the currently applicable version). The figures are not based on an individual vehicle and do not constitute part of the product offer; they are provided solely for purposes of comparison between different vehicle models
[4] Figures according to Directive 92/21/EC, version 95/48/EC (kerb weight with fuel tank 90 % full, driver, 68 kg, and luggage, 7 kg) for standard-specification vehicles. Optional extras and accessories will generally increase the weight and reduce the payload capacity

# SLR. Service

## Redefining service

With SLR. Service we’re there for you whenever you need us.

Our extensive care package is designed to help with all your SLR-related concerns.

If you ever have a question or a problem, your Personal Liaison Manager will be happy to assist.

He or she will ensure that you receive individual attention

whatever the situation.

## Structured support.
## The service levels

SLR. Service support is based on three service levels. The Mercedes-Benz sales and service outlets and distributors provide basic support and at the same time immediately consult a service expert. He or she will provide initial assistance and, if necessary, arrange for the vehicle to be transferred to the nearest SLR Service Centre, where experts are employed to deal with all types of repairs and to provide general maintenance work.

Your Personal Liaison Manager can provide you with a detailed list of all SLR Service Centres. In the event that more complex servicing is required, an international service expert may be consulted.

During this process, you may visit at any time to check on the progress of the repairs and you will also be given the opportunity to collect your SLR in person if you so wish.

SLR 722

MAKE YOUR OWN RULES. FOLLOW INSPIRATION

At the end of its long life, you can return your Mercedes-Benz SLR McLaren to us for environment-friendly disposal in accordance with the EC End-Of-Life Vehicle Directive[1]. But that day lies a long way off.

[1]Applies in accordance with national regulations to vehicles up to 3.5 t permissible gross weight. Mercedes-Benz passenger cars have met the statutory regulations governing the suitability of the vehicle's design for reuse and recycling for a number of years now.
A network of vehicle take-back depots and dismantlers has been established which will process your vehicle in an environment-friendly manner.
The ways in which both vehicles and parts can be recovered are subject to ongoing development and improvement.
Consequently, the Mercedes-Benz SLR McLaren will be able to comply with any future increases in the recycling quota within the stipulated time limits. For further information, please call 00800 1 777 7777.

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